

River Currents

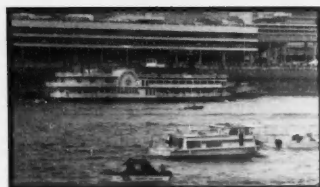
Serving The Guardians Of The Western Rivers

December 1992

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This Issue Of River Currents



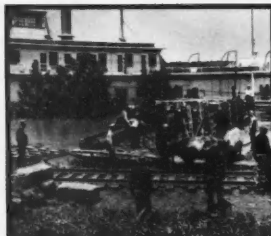
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On The Front:

The tender *Cottonwood*, transferred to the Coast Guard from the War Department in 1939, was used for aids to navigation work on 650 miles of the Tennessee River above the Kentucky Dam. It was decommissioned in May of 1946.

SECOND DISTRICT VISION STATEMENT

Adventurous, Bold, Vibrant and Dedicated; We, the women and men of the Second Coast Guard District, work together for safety on the Western Rivers.

In pursuing our vision, we:

- ☐ Work with our customers to identify and meet their needs,
- ☐ improve by doing things right things right and questioning whether we are doing the right things,
- ☐ delegate decision making at the lowest level,
- ☐ treat others with dignity and respect,
- ☐ foster innovation and a spirit of risk-taking within the bounds of ethical, moral, legal and safety standards,
- ☐ accept the failures that result from responsible risk-taking,
- ☐ enjoy challenges and the satisfaction that comes from meeting them,
- ☐ recognize and reward the best efforts of teams and individuals,
- ☐ act to reduce stress in our professional and personal lives,
- ☐ encourage and celebrate change that rises from the bottom,
- ☐ continually improve the training, technology and personnel services we need to do our jobs,
- ☐ have fun along the way.

A View From The Top

RADM Ecker was fond of saying, "The Second District is the enlisted man's district". He was correct. More of the important work of the Coast Guard in this district is done by our enlisted work force than in any other district. The more than 13,000 aids to navigation on the Western Rivers are set and maintained by the crews of our 18 tenders and the Coast Guard Reserve units that support them. The enlisted crews at marine safety offices and detachments do the lion's share of facility inspections, harbor patrols, pollution investigations and prevention, and many other critical customer contact functions. Our Operations Center is manned around the clock by chief petty officers — the only district operations center which is run by the enlisted force. All this means that we have a larger percentage of our external customer contact done by our enlisted work force than does any other district.

What this means to me is that we have more of an obligation than any other district to provide what our enlisted work force needs to be as professional in their daily conduct of their business as possible. We cannot hope to satisfy our customers, internal or external, unless we do that. You, at the operating units, in the PERSRU, in your work places, are the people who are qualified to fill in the details of what is needed technically. I'd like to share my thoughts on some general requirements.

First and foremost, we all need to know our jobs — I mean really know our jobs. Obviously, we need to know the technical details of our job. We need to know where our job fits in what our unit does. We need to have more than a basic understanding of what our shipmates do. This lets us know what they require from us to do their jobs and, just as importantly, enable us to get the job done when someone is absent so we don't have to put any customers off.

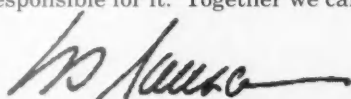
A second factor which is important is good leadership, regardless of your place in the organization. Leadership is something that I cannot easily define. It's a combination of many factors. It runs the gamut from personal appearance to management of resources to planning and caring for your people to . . . The Coast Guard hasn't done real well providing training so we know how to lead people or how to develop our leadership skills. Master Chief Reed and Master Chief Krueger have identified several short Navy and Air Force courses in the Second District for people in pay grades E-4 through E-7. Take advantage of them. We also need to hold some local training or informal sessions and discuss leadership from time-to-time. The folks at your unit all have experience to draw on which will help you develop your leadership skills.

A third thing which will be useful is a knowledge of Total Quality Management. Just think of the three words and what they mean besides some new management style. Total Quality Management — sounds like it means — managing the quality of everything. That is exactly what we need to do. We need to minimize the wasted time and wasted resources by doing the right things right the first time and every time. We need to minimize wasted time and resources by not doing those things we shouldn't be doing. We need to minimize wasted time and resources by listening to the people who are doing the jobs and changing them in ways that lead to constant, measurable improvement. To do all this and more all the time, we need to have all our people at all levels involved in the move to quality.

The final factor that will help our enlisted folks be professional is a sense of fun — the ability to enjoy what you are doing, enjoy the people you are doing it with, and laugh. It's kind of hard to satisfy someone when you're not having fun.

I've directed my remarks in this column to the members of our enlisted work force. It should be obvious that these factors are equally applicable to all members of our Coast Guard — regular, civilian, Reserve and Auxiliary alike. Keep aware of them. Talk them over with your friends and your shipmates. Let me know what you think. This Coast Guard is ours — no one else is responsible for it. Together we can make it the best it can be.

Semper Paratus!






Members of MSD Cincinnati and Reserve Units Huntington and Cincinnati patrolled the riverfronts ensuring safety and enforcing a special regulated area during the event. (photo by PA3 Chuck Rucker)

Coast Guard Fills TALL Order

by PA3 Frank A. Dunn

The Autumn colors melted into the rolling hills of Northern Kentucky and Southern Ohio as a blue sky provided a colorful backdrop for the 17 riverboats entering the "Queen City", Cincinnati, for Tall Stacks '92, Oct. 15-18.

The slow parade of riverboats ranging from the 78-year-old Belle of Louisville to the one-year-old Belle of St. Louis paddlewheeled (or simulated paddling) in single file behind local fire boats that sprayed colored water and roared their sirens.

In contrast, a crowd of spectator boats pressed together like people on a busy New York sidewalk along the Kentucky side of the Ohio River.

These more than 1,000 vessels kept the Coast Guard patrols very busy monitoring a special regulated zone, enforcing boating safety regulations and communicating with the commercial towing companies so their normal operations would not be impeded.

Constant attention was paid to the special regulated area set up for the event boats and commercial traffic along the Ohio side of the river. Coast

Guard patrol boats, assisted by Coast Guard Auxiliary patrol boats and state and local emergency agencies kept the area clear so the riverboats could maneuver in and out of their moorings and the tows could pass safely. They also watched over the spectators on the water like a mother hen.

Tall Stacks is a celebration of the colorful steamboat era of the 1800s. It is epitomized by the few remaining authentic or replica paddle-driven steamboats. The participating river boats offered rides to the estimated 1.5 million attracted to the event. People from as far away as Australia and Egypt had a glimpse of American river life during the 19th century.

The event started in 1988 as part of the city's bicentennial celebration and is being held every four years. It gained national and international attention in 1988, billed as the largest gathering of steamboats in more than 100 years.

Coast Guard participation was an important key to the event.

"For more than a year we have been preparing for Tall Stacks '92," said



SA Karl L. Chisteleit explains how OSAGE sets buoys to an elementary class during Tall Stacks '92.

LCDR Ron Hassler, Supervisor of Marine Safety Detachment Cincinnati.

The Coast Guard in the Cincinnati area normally regulates commercial operators.

Tall Stacks put the local Coast Guard in an interesting position. Not only were they responsible for the normal commercial traffic on the Ohio River and the Steamboats, but for the expected hundreds of recreational boaters as well.

"With every plan there are unexpected events that happen," Hassler said. "But preparation is always the best defense." He represented the Captain of the Port as Patrol Commander.

Patrol Boats from MSD Cincinnati, Marine Safety Office Louisville and Reserve Units Cincinnati and Huntington were prepared and taken to the MSD's office near Cincinnati.

"All the patrol boats underwent extensive preventive maintenance measures to ensure top performance during Tall Stacks," Hassler said.

For the event, these boats were manned by boat crews from MSD Cincinnati, MSO Louisville and Reserve Unit Cincinnati.

A command post was set up in the wheel house of the Mike Fink restaurant, a steamboat replica on the Ohio

River near Covington, Ky. From this location, the Coast Guard Patrol Commander coordinated all of the active duty, Reserve and Auxiliary vessels in the area.

Hassler added, "From there you could see the entire event venue. It worked out great, though it did get a little crowded."

State and local safety agencies played a major role in law enforcement and river emergency response.

According to Hassler, the advice they could give the recreational boaters about the area was very helpful.

Additionally, USCGC OSAGE provided sightseers with a look at life on a Coast Guard buoy tender.

According to BMCM Garry K. Keen, Officer-in-Charge of OSAGE, they had about 1,000 people a day tour the cut-

ter.

The 13-man crew ran tours from 7 a.m.-7 p.m., for the four-day event.

Keen said, "I have never seen an event on this scale before. They had 7,000 local residents volunteer to help do whatever was needed for the event, that's incredible!"

When the last paddlewheeler blew the last long whistle and headed for home and the crowds slowly dissipated, a silence fell over the Cincinnati river front.

As the two vessels passed, the riverboat's white lights sparkled off the hull and "racing stripe" of the 17-foot patrol boat in the fading sunlight. Having gone from the almost chaotic hustle of the days past to the peaceful quite of the river, the patrol boat now cruised alone.



BM3 Michael Carter and SN Jack Jordan, with the help of students and instructors from B&B Riverboat's Highland Heights Marine Vocational School deploy temporary buoys to mark the special regulated zone. (Photo by PA3 Frank A. Dunn)

Fuel Spill During Festival

CG Responds To Sunk Ferry

by Ensign C. Ben-Iesau-Sturgill, MSO Louisville



Containment boom is placed around the towboat Workboat to contain diesel fuel leaking into the Ohio River. (photo by MST3 Doug Alexander)

The Cincinnati-area Coast Guard, after many long hours of patrols and preparation, found itself dealing with a hazardous spill and a half-sunken towboat as the Tall Stacks '92 festivities ended.

On Oct. 20, a Notice of Federal Assumption was issued to Rubles' Sternwheelers, owner of the towboat Workboat. They were notified that the Coast Guard was hiring a contractor and supervising the clean up of some 200 gallons of diesel fuel spilling from the Workboat. It started filling up with water two days before and settled into the silt on the bank of the Ohio River.

The Workboat was ferrying 146 passengers on the barge Margaret from the Cincinnati side of the river to a landing just south of the mouth of the Licking River near Covington and Newport, Ky., when the incident occurred.

The Coast Guard took over the operation after repeated attempts to get the owners of the vessel to clean up the spill failed. Rubles Sternwheelers was directed to deploy containment boom and remove the remaining fuel on

Oct. 19 but was unable to do so. On the next day the Coast Guard stepped in.

A double boom was used to corral the seepage and the shore was protected with an array of absorbent booms and pads.

A crane hoisted the Workboat off the bottom, exposing vents and intakes so the remaining fuel could be removed. Repairs were made and the vessel was refloated.

The fuel in the boom area was removed by vac-truck. By mid afternoon on Oct. 22 the cleanup was completed. One-thousand-three-hundred gallons of contaminated water and ten cubic yards of fuel-soaked absorbents and debris were recovered -- cost: approximately \$25,000.

According to investigators, a "Y" check valve cap had vibrated off letting in a stream of water. This combined with water seeping in from an unbolted shaft packing plate caused the rapid sinking of the vessel.

Cutters Receive Prototype Small Boats

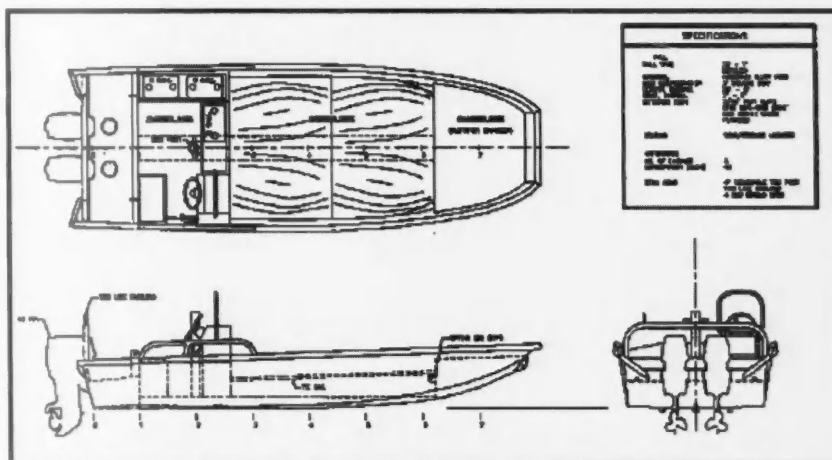
New Work Punts Built To Withstand Rugged Rivers

Story and photo by PA2 Rob Raskiewicz

The Second District has been fighting a battle against the rivers for many years, and it looks like they may win the war with the introduction of the new 18-foot Munson Sealed work punt which is slated to replace the aging 16 and 20-foot Second District work punts.

With constantly changing river levels, large amounts of debris are a common sight on the rivers, and collisions with river trash are frequent at times. This, compounded by the slam bang action of buoys against the hull cuts a work punt's life short.

"The boat is substantially "beefier" than the 20-footers," said LCDR Mark Tilford, Chief, Second District Search and Rescue and Law Enforcement. "The hull on the new Munson



is the same material and thickness as our 41-footers."

The new Munsons cost roughly twice the amount of the 20-foot workboats, but most feel it's money well spent.

"Our other boats sometimes lasted as little as seven or eight months," said Tilford. "We are looking for a minimum of six years, hopefully as much as 10 years."

Not only do the Munsons possess more enduring qualities, they should prove to be safer. When you look at the new boat in the water, you immediately notice the high gunnels.

"This provides more safety for the crew especially on the running rivers if you have a big swell or a big wake from a tow," said Tilford. "We lost a couple of 20-footers from being swamped or

bowing under, and the Munson shouldn't."

This past August, the cutters Sangamon, Greenbrier, Sumac and the Patoka received prototypes of the new boats for evaluation during actual day-to-day operations. The conclusion was overwhelming.

"It's a good boat to work out of," said Sangamon's BM1 David Lee. "It has good power, tows buoys well, plenty of working room and it's well organized."

From the evaluations, several changes were suggested in several areas and, within budgetary constraints, will be implemented, said CAPT Frank Chliszczyk, Chief, Operations Division.

According to CAPT Chliszczyk, the district has four prototype boats and hopes to send them back to the factory for modifications. The present plan for procurement includes an additional 16 units. The next four should be in the field by late January/early February 1993. The remaining 12 should be delivered by June.

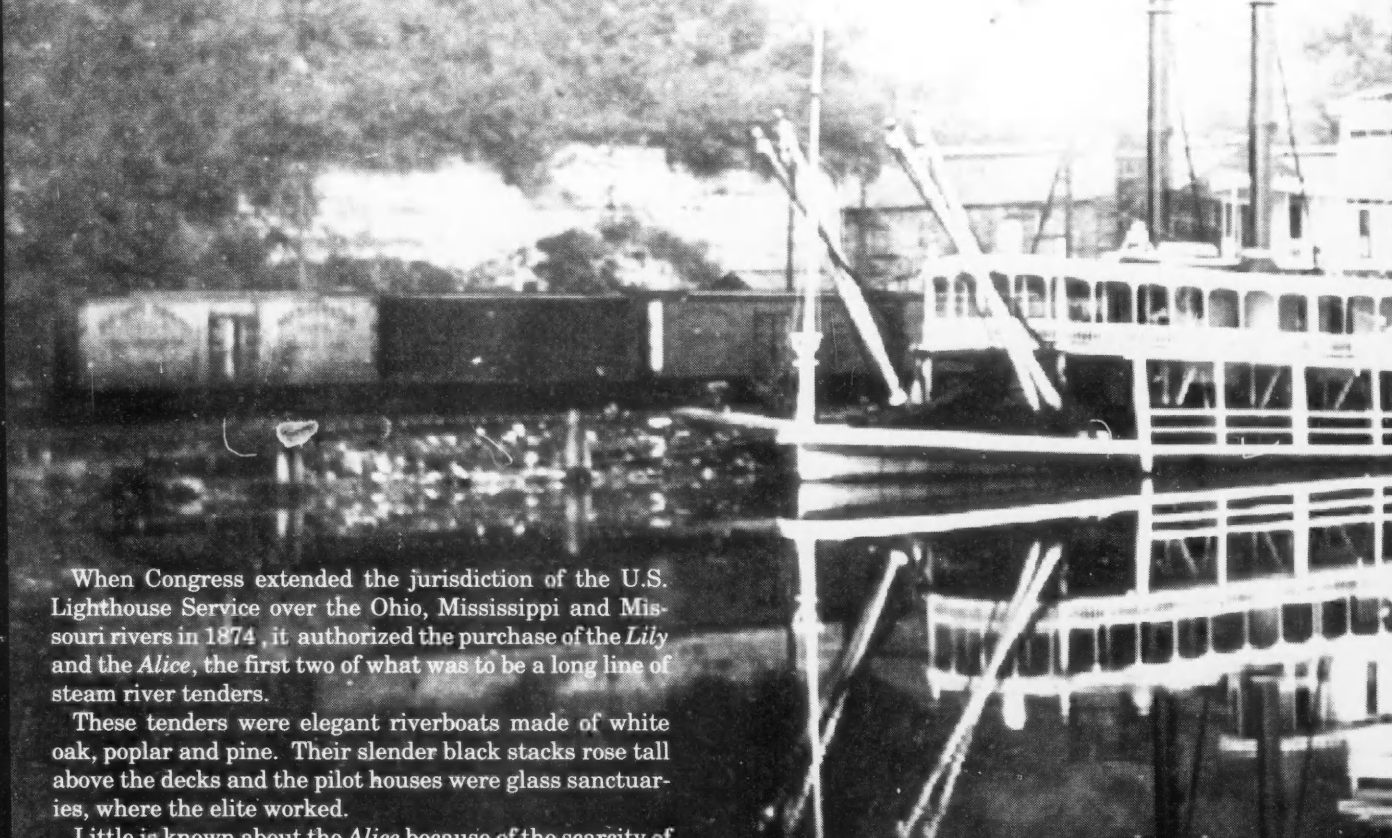


One of the modifications to the Munson will be a "V" roller bow to assist in towing buoys.

History Of The Second

Early Steam Cutters

by PA3 W. Scott Epperson



When Congress extended the jurisdiction of the U.S. Lighthouse Service over the Ohio, Mississippi and Missouri rivers in 1874, it authorized the purchase of the *Lily* and the *Alice*, the first two of what was to be a long line of steam river tenders.

These tenders were elegant riverboats made of white oak, poplar and pine. Their slender black stacks rose tall above the decks and the pilot houses were glass sanctuaries, where the elite worked.

Little is known about the *Alice* because of the scarcity of records, but we do know that, at a price of \$18,000, she was four years old when purchased in November 1874, for use on the Mississippi. Her length was 222 feet and she sat 35.5 feet at the beam. She drew 2.6 feet, according to records, and carried three boilers.

In 1880, the *Alice* was sold for a price of \$1,000.

The *Lily*, first used on the Ohio River, was built for the Lighthouse Service in 1874 in Louisville, Ky. There is some dispute as to her actual length, somewhere between 163 and 178 feet.

Her original master was Captain Owen B. Jolly, and she enjoyed 10 years of service without a major mishap.

In 1884, while moored at the wharf in Cincinnati, the *Lily* caught fire and burned off her upper works.

After the disastrous fire she was taken to Madison, Ind. where she was rebuilt entirely, from the hull up.

The rebuilt *Lily* was moved to the upper Mississippi until

1909 when she was transferred to the Missouri River.

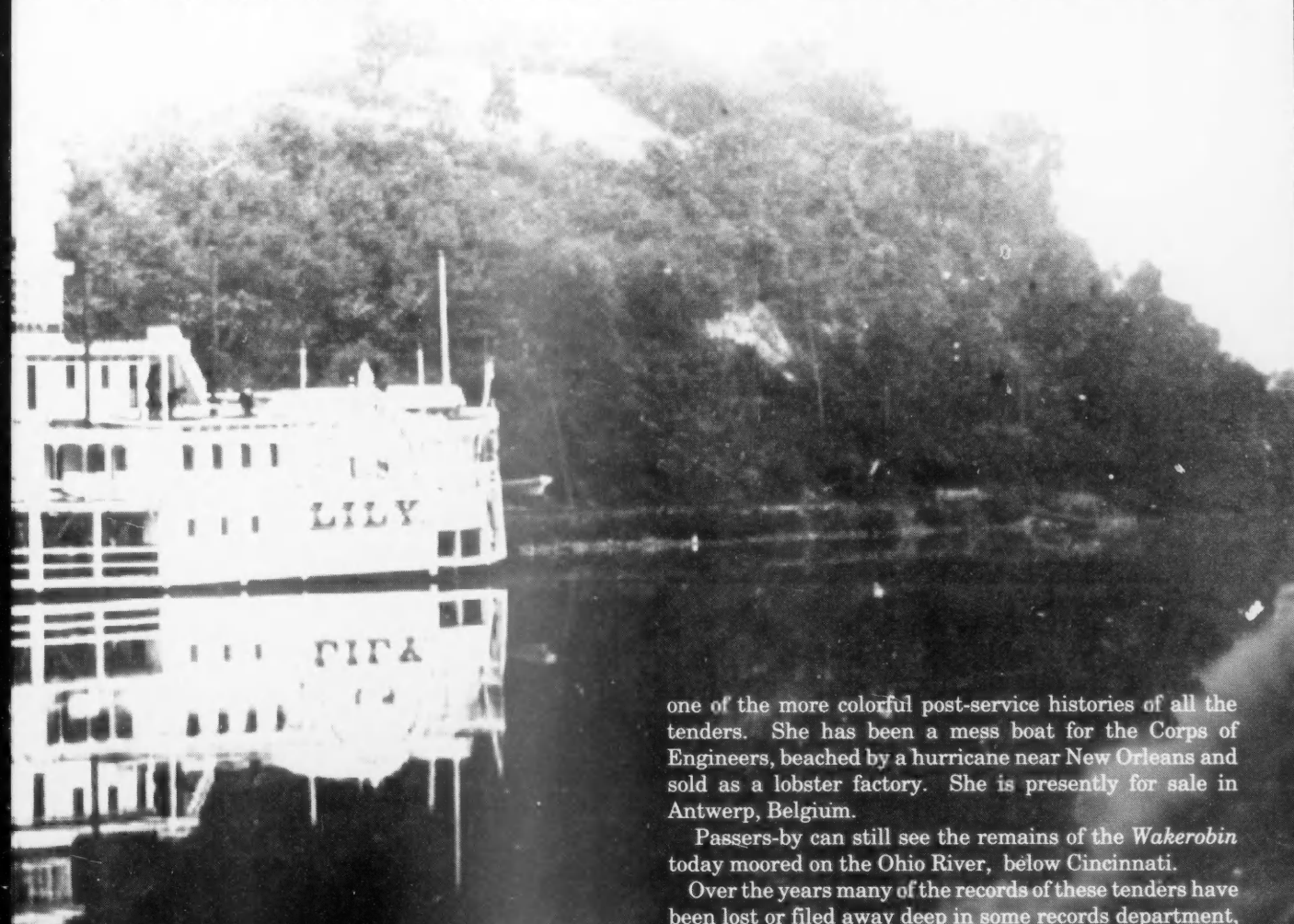
According to the *Waterways Journal*, Aug. 20 1955, one season the *Lily* was painted maroon with gold trim, why, no one knows, but from then on she was known as the "Black Lily".

On Oct. 17, 1911, while transiting the Missouri River, the *Lily* hit a snag near Washington, Mo. and sank. Although she was refloated, while moving to St. Louis for repairs, she hit another snag near St. Albans, Mo. and on Nov. 24 was considered a total loss.

An island formed where the sand filled in around the hull. This island was called Lily Island.

In 1880, the sidewheel tender *Joseph Henry* replaced the *Alice* on the Mississippi. With a gross weight of 453 tons, it served the LHS until 1894. It was said of the tender at the time that "the old Henry was one of the best boats that has ever plied the Mississippi."

Coast Guard District



Subsequently, other steam tenders took their places on the rivers. Tenders like *Goldenrod*, *Dandilion*, *Oleander* and the *Kankakee*.

A project of tender replacement began in 1924 and many of the names found on these early tenders can still be found on today's modern tenders.

On July 1, 1939, six Lighthouse Service river tenders were transferred to the Coast Guard as it took over jurisdiction of the LHS.

Three of these six tenders were built under the replacement project. The *Greenbrier* (built in 1924) and the *Wakerobin* and *Willow* (both built in 1927). The *Cottonwood*, another boat of the consolidation, was also transferred to the Coast Guard from the War Department in 1939.

The *Willow* was one of the last steam tenders to be replaced, outlived only by the *Wakerobin*. The *Willow* has

one of the more colorful post-service histories of all the tenders. She has been a mess boat for the Corps of Engineers, beached by a hurricane near New Orleans and sold as a lobster factory. She is presently for sale in Antwerp, Belgium.

Passers-by can still see the remains of the *Wakerobin* today moored on the Ohio River, below Cincinnati.

Over the years many of the records of these tenders have been lost or filed away deep in some records department, but some historical events still stand out in local and national history.

In 1909 U.S. President W. H. Taft rode the tender *Oleander* on his trip down the Mississippi to New Orleans for a convention. Leading the flotilla into Natchez, Miss. was the *Lily*.

When the Missouri River flooded its banks in 1942, the tender *Azalea* was there aiding flood victims and rescuing livestock and other animals from water-bound land throughout the area.

Very little else is known about the *Azalea* other than it was in service in the early 40's.

By 1955 the steamboats had been replaced by more modern diesel tenders. The steam tenders were part of a special time in American history, their replacement represented an end to a magnificent era on the rivers for the Coast Guard.

(Photo Courtesy of University Of Wisconsin-La Crosse Murphy Library)

D2 Recognizes One Of Its Finest

by PA2 Rob Raskiewicz

Yeoman Third Class Margaret White, a member of the Second District (PERSRU) team, was recently selected as the Staff Person of the Quarter for her excellent performance of duty, superior customer service, sharp military appearance and her caring concern for people.

White has worked in the district office since August of 1991 where she maintains the pay and personnel records for the district's post graduate students, Naval Engineering and Support Unit (NESU) members and the district office's officer staff.

"Petty Officer White has an error-free document submission rate of 99.44 percent, far exceeding the current system goal," said Senior Chief Yeoman Michael Hauptert, White's supervisor.

"In my job you have duties that seem cut and dry and you think you know what the customer wants," said White. "When you make assumptions you usually start making mistakes. I like to double check the request with the individual so I know exactly what they want."

Not only does White ensure the work she does is correct, she also concerns herself with the needs of the individual.

"Sometimes they think they know what they want but they don't and that's where I can help," said White. "I can give them advice that can really make things easier. I really like helping others, and if you like what you're doing you'll most certainly do a better job."

"Petty Officer White goes out of her way to ensure that 'world class service' is provided to everyone she comes in contact with," said Hauptert. "If it requires her to stay late or come in on weekends, she does it willingly. More than once I have received comments such as, 'she has made my life much easier when it comes to pay and personnel matters' or 'I have always had pay problems until she began working,'" he said.

"I guess I could sum it all up by saying 'how would I want to be treated?'," White said.

"Petty Officer White is always cheerful and willing to lend a helping hand and her concern for people goes way beyond the customers she serves," said Hauptert.

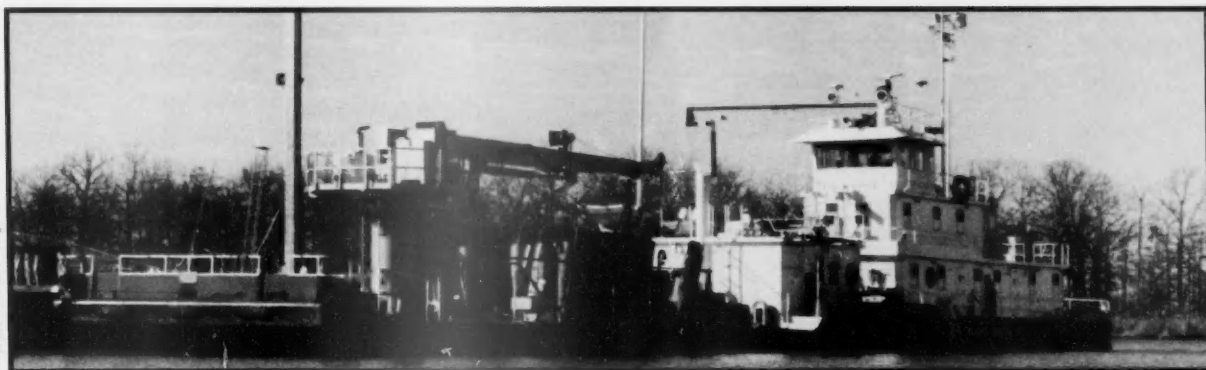
"It's easy to have a good attitude," said White. "Ever since I've been in the Coast Guard I've had nothing but good experiences: I went to 'A' school right after basic training, got stationed in St. Louis where I grew up, have family in the area for support, have a great working environment with great co-workers and have the best job I ever had. I hope my luck holds out."



"Petty Officer White has been in the Coast Guard for little over a year and has already distinguished herself as a leader and a role model,"

**- Senior Chief Yeoman
Michael Hauptert.**

Public Affairs file photo



High Seas SAR In Oklahoma

Muskingum Crew Braves 10-Foot Waves In Rescue Attempt

by PA3 W. Scott Epperson

Crewmembers of the Coast Guard Cutter Muskingum assisted the crew of the Motor Vessel J. O. Bradford, Oct. 7, as it took on water in six to 10 foot waves, on Kerr Lake, Oklahoma.

According to Master Chief Boatswain's Mate Gerry L. Moores, Officer In Charge of the Muskingum, the crew was already in the process of helping an Army Corps of Engineers vessel into port, from its moorings in Sallisaw, Oklahoma, when Wayne Brooks, captain of the Bradford, called for assistance.

Brooks had intentionally run the tug and barges aground when he saw it was taking unusually high seas over the stern into the steering compartment.

Initially Moores and one other crewman, Boatswain's Mate Ronald Rambo, were the only two to re-

spond, driving two minutes to the grounding site to assess the situation.

Crewmembers were then recalled and preparations made to transfer pumps and begin dewatering the Bradford.

Although the initial call for help came at 9:30 p.m., Muskingum crewmembers departed the Sallisaw moorings with pumps and a 16-foot work punt by 9:45 p.m. A second work punt was later brought out to help fight the rough waters and high winds.

Both punts had to be launched over a rocky shore, because a boat ramp was nowhere close.

Two Muskingum crewmembers, were transferred to a local hospital after inhaling exhaust fumes from the dewatering pumps in the Bradford's engine room.

Eventually the flooding became uncontrollable and unit personnel were evacuated from the Bradford before it sank.

Muskingum crewmembers assisted in pollution control and debris cleanup the following day, and attempted to recover pumps that had gone down with the Bradford.

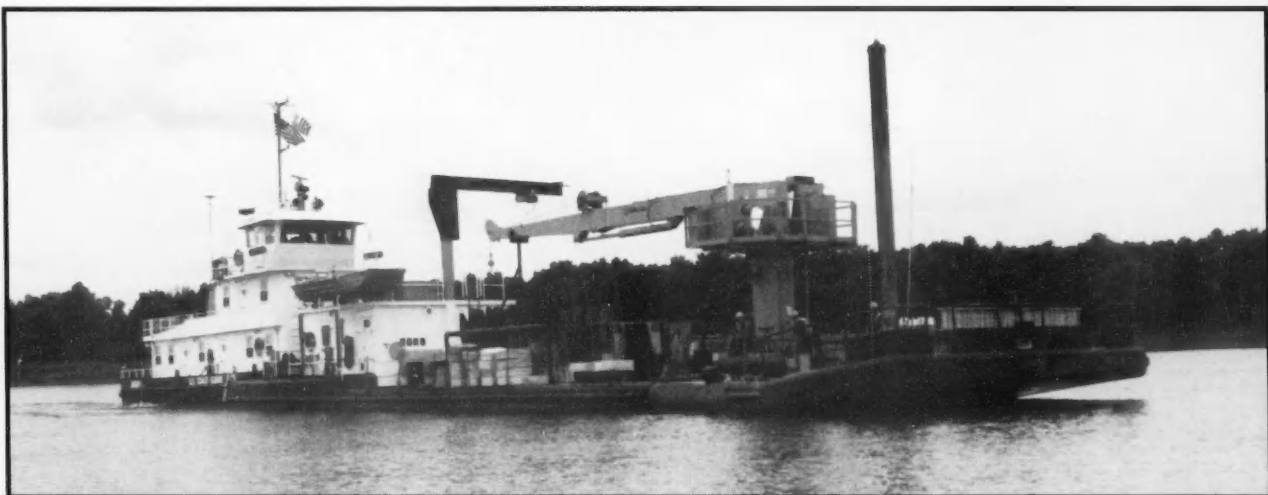
Personnel from Marine Safety Office Memphis took over on Oct. 9 and monitored the cleanup of the fuel leaking from the wreck.

Both injured crewmembers were released from the hospital in good condition several days later.

The six to 10 foot waves that day were the highest ever seen on Kerr Lake, part of the Arkansas River, according to the Army Corps of Engineers. The waves were caused by high winds and a shallow bottom on the lake's shores.

Going The

Story and photos by PAC Larry Lawrence



"Give me a fourth class can to go — port side," boomed the voice over the loudspeaker.

Within moments DC2 Tony Bolander, SA Gardner Gentry and SN Billy Masmorel had the aid in position, ready for deployment. Master Chief Boatswain's Mate Vince Vita deftly moved the 65-foot cutter OUACHITA and its 130-foot barge into position, aided by the fathometer to his left.

Upon maneuvering the 545-ton craft into just the right position, Vita gave the order, and the nine-foot green cylinder, its cable and concrete sinker were released over the side and came to rest, taking its place in the chain of thousands of markers that help traffic on our rivers move safely from port to port.

OUACHITA has an area of responsibility covering more than 450 miles of the Tennessee River and its tributaries. BMC Vita, his XPO, BMC Pat Matte, and 11 members of the crew of 19 make regular 6 to 8-day runs on portions of their area. The above scenario described an "easy" deployment.

Above

USCGC OUACHITA at work on the Tennessee River servicing aids to navigation.

Left

BM3 Thomas Swanson wrestles with a stray buoy.

Extra Mile

"It's lots of work — hard work," said Vita. "But we've got a good crew, and they get the job done. They have to climb cliffs, take our small boats and wrestle buoys by hand, and frequently cut through thick underbrush, risking encounters with snakes and vermin."

"The aid we just worked isn't inside our assigned area, but wherever we see one out — we work it. Tonight, we'll stop in Paris Landing. Master Chief Urquhart has agreed to 'loan' us some of his, since we just came out of the yards."

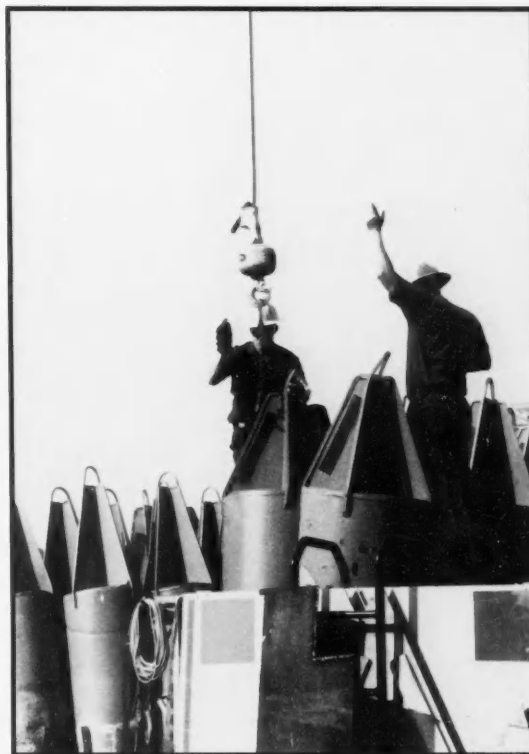
Taking care of aids to navigation on the river and other traditional Second District missions is not OUACHITA's only job. The moorings at the foot of Harrison Pike in Chattanooga, Tenn. represent the Coast Guard's presence in the Tri-state area of Tennessee, Georgia and North Carolina. The Coast Guard Reserve and Coast Guard Auxiliary have facilities there, and the Tennessee Volunteer Rescue Squad also has a boat staged there. Involvement in the Sea Scouts, group tours, and work with local church and civic groups are essential features of OUACHITA's role in the community.

Right

SN James Muldoon and SN Billy Masmorel load fourth and sixth class "nuns" and "cans". These buoys are used to mark the channels for safe navigation in the rivers.

Below

SA Brian Malone throws the small boat's line to BM3 Ed Neeley on the buoy deck of the barge. Waiting to assist is FA David Frear.



CG, Towboat Rescue Canoeists

by PA3 Frank A. Dunn



MK2 Curtiss Diehl (Left) and BM3 Joe Callaway recount the rescue at the site where they first saw the canoeists in trouble. (Photo by PA3 Frank A. Dunn)

Teamwork

Two members of Marine Safety Office St. Louis rescued two people from the Mississippi River north of Lock and Dam 27 with the help of the crew from the towboat Nita Vickers.

Machinery Technician Second Class Curtiss L. Diehl and Boatswain's Mate Third Class Joe W. Callaway were on a routine patrol of commercial facilities along the river by truck when they saw two people struggling to keep their canoe afloat in the swift current where the Missouri River meets the Mississippi River.

"When we first saw the boat we thought about calling the MSO and seeing if we might want to tell these people in the canoe it was too rough to be in the river," Diehl said.

After they realized the people in the canoe were in trouble, Callaway ran to the Nita Vickers which was

still hooked up to its barges.

"When I reached the towboat, I told the pilot the situation with the canoe and he and his crew immediately started to unhook the barges and get out emergency equipment for the people in the canoe," Callaway said.

Diehl said that the canoe had overturned by the time he got down to the river bank and the people were struggling to stay on top of it.

"We had lookouts on the front of the towboat because we were concerned there might be more than just the two people in the canoe, like a child or someone we missed," Callaway said.

"I began running down the river bank trying to keep the canoe in sight,"

Diehl said.

On the river bank, Diehl had no communications with the towboat crew that was now trying to catch the people clinging to the overturned canoe. When he saw the canoe passing the Chain of Rocks Canal and drift into the "old river area", a normally unnavigable and dangerous area for vessels, he tried to inform the towboat with hand signals.

Following Diehl's direction and with the help of the towboat's lookouts, H.L. Smith, Relief Captain on the towboat, carefully maneuvered the 130-foot boat in the swift current so the crew could pick up Richard Braun and Shelagh Bailey of Langley, British Columbia. They were unable to retrieve the canoe and it continued down the river toward the Chain of Rocks Dam.

Before Callaway and Diehl began to act to help the people in the canoe, they called Marine Safety Office St. Louis on the radio and informed them of the situation. Marine Safety Office St. Louis then called Base St. Louis and told them about the canoe in trouble.

Base St. Louis launched a 17-foot boat with three crewmembers onboard.

Boatswain's Mate Third Class Stewart Arndt, Seaman Apprentice Kathy Graham and Seaman Apprentice Brian Mann waited near the Chain of Rocks Dam to stop the canoe if it went over so it would not endanger anyone else. It did go over the dam and the crew of the Coast Guard small boat quickly put it in tow and took it back to the Base.

An overloaded boat in rough current and bad weather was the cause of the accident, according to Base St. Louis.

The two people in the canoe named Serendipity started their trip in Montana and were headed for New Orleans, La.



Front runners (from right) LCDR Robert Acker, CAPT James Lantry and CDR James Spence race in the Arch's shadow to beat the Dominos' truck to Base St. Louis on Nov. 13. Winner SK1 Rick Robenstine finished the 5.6 mile run from the District office in 36:57. Lantry, Acker and Spence finished 2nd, 3rd and 4th respectively.



QM1 Ed Burchard (left) and ENS Mark Gill (right) pass a group of walkers on South Broadway as they near the finish. Walkers (from left) are: Ruby Hackleman, Debbie Rodriguez, Lucy Riley and Fred Niermann. Twenty walkers and 18 runners participated and later polished off 25 pizzas.

River Currents; 50 Years And Still Changing

Enjoy this issue. Our goal for the last year has been to make River Currents a quality publication.

But we have to do better.

River Currents has been published in several formats since 1942, newsletter, newspaper and currently: magazine. It is about to change again.

Professionally printed magazines do not come cheap. River Currents costs about \$8,000 a year to produce and the quarterly format is not a good way to pass timely information.

New programs such as Total Quality Management and WorkLife need a more accessible forum for getting the word out. At the same time, Coast Guard Public Affairs is shifting its emphasis from internal publications to an aggressive media relations campaign.

The new River Currents will be a monthly four to eight page newsletter produced entirely by the staff.

The new format will allow us to:

❑ Rechannel printing costs to travel.

We want to dig up more stories outside the St. Louis area.

❑ Aggressively market the Second District to the rest of the Coast Guard and public. We will develop quality features for the Commandant's Bulletin and Reservist and work with units to raise our visibility in the media.

We believe you will continue to enjoy River Currents in 1993 and welcome your suggestions for improving our product. We encourage all members of the Coast Guard family: active duty, dependents, retired, Auxiliarists and Reservists to submit stories. Happy Holidays.

- RIVER CURRENTS STAFF



Second District Commanding Officers met Dec. 1-4 in St. Louis for their annual conference.

Seated from left: Capt. Dennis Luper, Reserve Group Ohio Valley; CDR Michael Brown, MSO Pittsburgh; CDR Joseph Kuchin, MSO Huntington; CDR Michael Slack, MSO Memphis; CDR Kenneth Hay, Group Ohio Valley.

Standing from left: CDR Robert Segovis, MSO Paducah; CDR William Morani, MSO Louisville; LCDR David Gomez, Group Lower Mississippi River; LCDR Brian Ford, Group Upper Mississippi River; CDR Scott Cooper, MSO St. Louis; LT Robert Olson, Base St. Louis (Acting).

Not pictured: CAPT Joseph Goeke, Reserve Group Mississippi River. (photo by PA3 W. Scott Epperson)

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